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parties. In view of modern industrial conditions that govern the employment of labor, such as highly organized capital, extreme division of labor, the high speed and intensity of work, her conclusion is that "the law is behindhand and the lawmakers have been blind."

The remaining chapters outline certain schemes which have been devised to meet the inequalities and hardships occasioned by the present law, with a detailed account of the Relief Department of the Pennsylvania Railroad. The law regarding "Employer's Liability," and the systems of "Workmen's Insurance" in other countries, is summarized, enhancing the value of the book for reference purposes, and much valuable material for the student of the special legal problem involved in the subject of work accidents is added to the appendix.

The same spirit of fairness and impartiality characterizes the second volume of the findings of the Pittsburg Survey that we noted in the first. The facts are grouped suggestively, and the conclusions are significantly marked. Suggestions for legal economic and industrial reform are not lacking. But the key-note of the chapters of this pioneer work in social research is fairness. They form no brief for Capital or Labor, for Employer or Operator, for Socialism or Individualism. The Pittsburg Survey states certain facts, circumstances and conditions that every inhabitant of an American city will do well to contemplate.

LABOR IN EUROPE AND AMERICA. By SAMUEL GOMPERS. New York: Harper & Brothers, 1910.

The collection of letters, sketches and reports of labor conferences that make up Samuel Gompers's "Labor in Europe and America" form an unusually interesting commentary on the conditions of the working population in other lands. The author's convictions as to the non-political character of trade-union organization and his sturdy faith in the virtues of American democratic institutions constitute what the logicians are fond of calling his "canon of criticism." All his comments on the position of the Labor party in England, the policy of the "general strike" advocated by the majority of French Unionists, anti-militarism, and the recent developments of the German co-operative movement, are pertinent in the light of President Gompers's own convictions as to the policy of labor organizations in America. His dissent from the contentions of the Socialists, whether of the theoretical or political wing, is hearty and unequivocal. His distrust of the ministrations of "Intellectuals" in labor affairs is no less decisive. But, notwithstanding the strong vein of positive doctrine that runs through the book, the comments on Continental and English conditions are illuminating and fair. The letters from Bohemia and Hungary, and the chapters on the "Awakening in Italy" and the root causes of Italian emigration, are the most noticeable in the book. But not the least interesting portions are the interludes in the discussion of the labor points at issue in which the author comments on the common fate of European travellers—the tipping system, the bathing facilities or lack of such facilities, and the archaic railway management surviving in many countries. The temper of the book may be summed up in the conclusion of the letter from Pilsen: "It is the contention of the American Labor movement, and it is mine, that the great social revolution will not come with a bang and a crash. It is going on now, every day, everywhere in the world, and

in the most advanced countries it moves fastest. In them it is most practical. It can be held, for example, by those best acquainted with the American Labor movement that our organizations would hardly leave the Pilsen brewery at peace, as is being done by the Austrian labor movement, while it conducted its business under such non-union conditions. We might not vote in the United States with a grand hurrah for the nationalization of rainbows in the year 2000, but we would have thirty-five hundred better-paid, better-conditioned brewery-workers in a jiffy—or we would abstain, at least, from Pilsner beer.”

SOCIAL AND INDUSTRIAL CONDITIONS IN THE NORTH DURING THE CIVIL WAR. By EMERSON DAVID FITE. New York: The Macmillan Company, 1910.

To the generation of Americans that has grown up since the war the period of the sixties is already taking on a legendary character. Fathers and mothers tell their children of the wave of patriotism that swept over the country and stirred men out of their accustomed paths; of the armies of young men that marched to the front, never to return; of the sacrifices of those left behind, and the tense strain of waiting for news of good or ill. To those who have never known any but a Spanish-American interlude, a host of practical questions must arise to square the military political war-time of the school history and family anecdotes with the agricultural, commercial and industrial development of the years immediately following. How did the people live? Where did the money come from? Who attended to the farms, shops and factories when so many men were in the army? How was it that during the four years of the war the people of the United States lent to the Government thousands of millions and yet emerged from the struggle a prosperous, not a bankrupt nation? These questions and many others find an answer in Professor Fite's "Social and Industrial Conditions in the North during the Civil War," which treats of an aspect of our national history under-emphasized by economists and neglected by historians.

The student and teacher will find in the first seven chapters on agriculture, mining, transportation, manufacturing, commerce, capital and labor a mine of information that will tend to recast the accepted interpretations of events in the sixties. The general reader, especially if he be curious to reconstruct the lives and interests of his immediate forebears, will find intimate and illuminating matter in the last four chapters on Public Improvements, Education, Luxuries and Amusements and Charity. Professor Fite has drawn widely on sources usually ignored by the political historian—newspapers, journals and the reports of associations—and has succeeded in giving in great detail a picture of social and industrial conditions during four crucial years of our national life.

THE EDUCATION OF WOMEN. By MARION TALBOT. Chicago: Chicago University Press, 1910.

The *raison d'être* of Dean Talbot's disappointing little book on the "Education of Women" is hard to establish—unless it be "a wise attempt to shape a movement," as is hinted in the introductory chapter—which, by the way, is the very thing we are looking for in a book bearing this title.